



## **Staff Report**

---

### **INFORMATIONAL REPORT ON ONE BAY AREA'S SUSTAINABLE COMMUNITIES STRATEGY (SCS) PROGRAM EFFORTS TO ADDRESS SENATE BILL 375.**

Honorable Mayor and Council Members:

#### **Summary**

The purpose of this item is to provide both the City Council and the Belmont community with an overview of the regional Sustainable Community Strategies (SCS) required pursuant to Senate Bill 375 (SB 375), and to provide an update on the regional process now underway to develop the SCS.

#### **Background**

Senate Bill 375, which took effect on January 1, 2009, calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. The legislation recognizes linkages between transportation, land use, and air quality, and seeks to coordinate related policies and infrastructure investments in an effort reduce transportation-related greenhouse gas (GHG) emissions. These efforts are also an important step in achieving emissions reductions set forth in Assembly Bill 32, California's 2006 landmark climate-change legislation.

Within the Bay Area region, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are responsible for coordinating preparation of the SCS. These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC), along with each of the member jurisdictions/agencies. It should be noted that each of the regional agencies recognize that input from local jurisdictions with land use authority is essential to creating a feasible SCS. The SCS does not alter the authority of jurisdictions over local land use and development decisions.

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. Provide a new 25-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region's population, including all income groups;
2. Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against our regional target established by the California Air Resources Board (CARB).

The SCS is required to be included as part of the Bay Area's 25-year Regional Transportation Plan (RTP). By federal law, the RTP must be internally consistent. Therefore, the over \$200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land-use pattern. SB 375 also requires that the updated eight-year regional housing need allocation (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

## **Discussion**

### ***SCS Objectives***

SCS objectives do not solely focus on assigning housing need to places or achieving greenhouse gas targets. The purpose of the SCS is to forge consensus in the Bay Area regarding the long-term growth pattern and identify the issues associated with its implementation. The Sustainable Communities Strategy, when eventually adopted by the regional agencies, will not impose a binding land use authority on local governments. Under SB 375, local governments are explicitly not required to update their general plans in accordance with the SCS nor use the SCS as part of their cumulative CEQA analysis of development projects. The SCS does not carry the same authority as the Regional Housing Needs Assessment (RHNA), but it will inform the distribution of housing at the local level. The adopted SCS land development pattern will help guide regional policies and investments that are made pursuant to the Regional Transportation Plan. These regional policies and investments are intended to create financial and other incentives to implement the adopted land pattern in the SCS.

A successful SCS will:

- Recognize and support compact walkable places where residents and workers have access to services and amenities to meet their day-to-day needs;
- Reduce long commutes and decrease reliance that increases energy independence and decreases the region's carbon consumption;
- Support complete communities which remain livable and affordable for all segments of the population, maintaining the Bay Area as an attractive place to reside, start or continue a business, and create jobs.
- Support a sustainable transportation system and reduce the need for expensive highway and transit expansions, freeing up resources for other more productive public investments;
- Provide increased accessibility and affordability to our most vulnerable populations;
- Conserve water and decrease our dependence on imported food stocks and their high transport costs.

## ***SCS Process***

The final SCS will be the product of an iterative process that includes a sequence of growth/transportation scenarios. The process began with an Initial Vision Scenario (released March 11, 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall 2011), and final draft (early 2012).

### **» Initial Vision Scenario**

ABAG and MTC released an Initial Vision Scenario on March 11, 2011, based in large part on input from local jurisdictions through the county/corridor engagement process. Local governments identified places of great potential for sustainable development, including Priority Development Areas (PDAs), transit corridors, employment areas, as well as infill opportunity areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario does the following:

- Incorporates the 25-year regional housing need encompassed in the SCS;
- Provides a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Is evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

Through integrated regional land use, housing, and transportation investments, the Initial Vision Scenario proposes a sustainable pattern of regional growth that maximizes the reduction of greenhouse gas emissions, while accommodating the entire region's housing need through 2035. In this scenario, which is unconstrained in terms of financial and other resources to support housing growth, Priority Development Areas (PDAs), Infill Opportunity Areas (areas not designated as PDAs, but that share many of the same attributes), and transit corridors accommodate a major share of housing growth. It should be noted that while the City of Belmont does not have a designated PDA, the entire El Camino Real Corridor was designated as a regional PDA for accommodating transit oriented development.

A four-page executive summary of the Initial Vision Scenario is provided for your reference as *Attachment C*. MTC and ABAG are currently soliciting feedback on the Initial Vision Scenarios through various forums. There are currently two events scheduled to brief elected officials and the public in San Mateo County on the results of the Initial Vision Scenario:

- **April 14th:** San Mateo County elected officials and City Managers workshop at Samtrans, 6-9 PM (part of C/CAG retreat)
- **April 27th:** Public Workshop at San Mateo Public Library, 5:30-8PM, with Envision Bay Area.

### **» Detailed Scenarios**

The next step in the SCS process will involve development of Detailed Scenarios for accommodating regional population growth. The Detailed Scenarios will be different than the Initial Vision Scenario in that they will take into account constraints that might limit development potential, and will highlight infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011.

### ***Regional Housing Needs Allocation (RHNA)***

As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update the RHNA began in early 2011; the Belmont City Council adopted a resolution in January 2011 agreeing to participate in the San Mateo County sub-regional group for the upcoming RHNA cycle.

The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012, and ABAG will adopt the Final RHNA by the end of summer 2012. These numbers will serve as the basis for Belmont's next Housing Element update.

### ***Opportunity for Belmont***

The SCS provides an opportunity for the City of Belmont to advance established local goals and development priorities as part of a coordinated regional framework. The Initial Vision Scenario analysis indicates that San Mateo County's total RHNA for the upcoming eight year planning period may increase to 167% of the last RHNA numbers. It is important that our Redevelopment Target Site efforts and our Village Zoning efforts potentially address this population growth and establish policies that accommodate this forecasted growth in a manner consistent with our adopted Vision Statement.

### **General Plan/Vision Statement**

The Sustainable Communities Strategy required by SB 375 will help promote the following elements of our adopted Vision Statement:

#### **Distinctive Community Character**

- *Its small-town ambience sets it apart as a tranquil, safe, and desirable place to live.*
- *We get involved in town matters because we care about living here.*

#### **Natural Beauty**

- *We choose to make our home among these beautiful hills, trees, parks, views, and open spaces.*
- *Our actions today preserve and enhance Belmont's beauty to make it even lovelier for our grandchildren.*

#### **Thriving Economy**

- *A charming, vibrant town center is the heart of our civic and economic life.*
- *Our economy prospers with a mix of attractive, successful businesses that fit with our community character.*

#### **Easy Mobility**

- *We put a priority on getting out of, into, and through town efficiently.*
- *Bicyclists, walkers, and other nondrivers get where they're going easily and safely.*
- *We require safe residential streets and smooth-flowing thoroughfares.*

### **Fiscal Impact**

Staff participation in the Sustainable Community Strategy effort currently requires one monthly meeting with the Regional Advisory Working Group to receive updates from MTC and ABAG, and to provide feedback. At this time, no fiscal impact is expected for the City of Belmont.

### **Public Contact**

This informational report was included on the posted agenda. Unless otherwise directed by Council there will be no additional public outreach efforts made by the City of Belmont. MTC and ABAG have extensive public outreach efforts in place to solicit feedback on the SCS and related documents. Community members seeking additional information are invited to attend the San Mateo Public Workshop on Wednesday, April 27, 2011, 5:30-8:30 p.m., San Mateo Public Library, 55 West 3rd Street, San Mateo.

### **Recommendation**

Staff recommends that the Council receive this informational report and provide staff with any feedback. Council members seeking additional information are encouraged to attend the San Mateo County Elected Officials workshop.

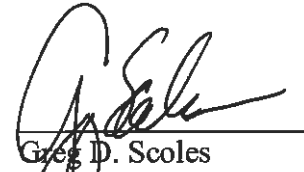
### **Alternatives**

1. Direct staff to prepare a Study Session presentation for review of the Initial Vision Scenario at a future public meeting.

**Attachments**

- A. Executive Summary of the Initial Vision Scenario (four pages)
- B. PowerPoint Overview of the Initial Vision Scenario
- C. San Mateo County Data and Growth Opportunity Areas Map

Respectfully submitted,

  
\_\_\_\_\_  
Jennifer Walker  
Associate Planner  
\_\_\_\_\_  
Carlos de Melo  
Community Development Director  
\_\_\_\_\_  
Greg D. Scoles  
City Manager

**Staff Contact:**

Jennifer Walker, Associate Planner  
(650) 595-7453  
jwalker@belmont.gov

## **Attachment A**



## **Executive Summary of the Initial Vision Scenario**

In 2008, Senate Bill 375 (Steinberg) was enacted. The state law requires that our Regional Transportation Plan contain a Sustainable Communities Strategy that integrates land-use planning and transportation planning. For the 25-year period covered by the Regional Transportation Plan, the Sustainable Communities Strategy must identify areas within the nine-county Bay Area sufficient to house all of the region's population, including all economic segments of the population. It must also attempt to coordinate the resulting land-use pattern with the transportation network so as to reduce per capita greenhouse-gas emissions from personal-use vehicles (automobiles and light trucks).

The Initial Vision Scenario for Plan Bay Area is a first-cut proposal that identifies the areas where the growth in the region's population might be housed. This proposal builds upon a rich legacy of integrative planning in the Bay Area. For over a decade, the region and its local governments have been working together to locate new housing in compact forms near jobs, close to services and amenities, and adjacent to transit so that the need to travel long distances by personal vehicle is reduced. Compact development within the existing urban footprint also takes development pressure off the region's open space and agricultural lands. We have referred to this type of efficient development as "focused growth," and the regional program that supports it is called FOCUS.

### **Planning for New Housing and Supporting Infrastructure**

The Initial Vision Scenario is constructed by looking first at the Bay Area's regional housing needs over the next 25 years. This analysis was performed using demographic projections of household growth. It is not a forecast of the region, and does not take into account many factors that constrain the region's supply of new housing units, such as limitations in supporting infrastructure, affordable housing subsidies, and market factors. The principal purpose of the Initial Vision Scenario is to articulate how the region could potentially grow over time in a sustainable manner, and to orient policy and program development to achieve the first phases of implementation. Under the assumptions of the Initial Vision Scenario, the Bay Area is anticipated to grow by over 2 million people, from about 7,350,000 today to about 9,430,000 by the year 2035. This population growth would require around 902,000 new housing units. The Initial Vision Scenario proposes where these new units might be accommodated.

In a departure from previous regional growth scenarios, this Initial Vision Scenario is designed around places for growth identified by local jurisdictions. These places are defined by their character, scale, density, and the expected housing units to be built over the long term. Using "place types," areas with similar characteristics and physical and social qualities, ABAG asked local governments to identify general development aspirations for areas within their jurisdictions. These places were mostly the Priority Development Areas (PDAs) already identified through the

FOCUS program. They also included additional Growth Opportunity Areas, some similar to PDAs and others with different sustainability criteria.

Based on local visions, plans and growth estimates, regional agencies distributed housing growth across the region, focusing on PDAs and Growth Opportunity Areas. ABAG in some cases supplemented the local forecast with additional units based on the typical characteristics of the relevant locally-selected place type. ABAG also distributed additional units to take advantage of significant existing and planned transit investment, and it assigned some units to locally identified areas that present regionally significant development opportunities for greater density.

The Initial Vision Scenario accommodates 97 percent of new households within the existing urban footprint. Only 3 percent of the forecasted new homes require “greenfield development” (building on previously undeveloped lands). Priority Development Areas and Growth Opportunity Areas contain about 70 percent of the total growth (743,000 households).

Among counties, three take the lion’s share of growth: Santa Clara, Alameda and Contra Costa absorb a little over two-thirds of the total. These same counties also are anticipated to take the majority of the region’s job growth (64 percent). The region’s three major cities do a lot of the heavy lifting. Thirty-two percent of the forecast and proposed housing growth occurs in San José, San Francisco and Oakland. Seventeen percent goes to medium-sized cities like Fremont, Santa Rosa, Berkeley, Hayward, Concord, and Santa Clara.

The analysis embodied in the Initial Vision Scenario is founded on the location of housing. Employment forecasting and distribution in this Scenario is not directly related to land use policy. Employment location can have a powerful influence on travel demand, vehicle miles traveled, and vehicle greenhouse-gas emissions. In light of these factors and considering economic competitiveness, transit sustainability, and a balanced relationship between employment and housing, regional agencies will be embarking, with local partners, on further analysis regarding appropriate employment locations in relation to future housing growth and the transportation network. This will inform the development of the Detailed Scenarios.

The Initial Vision Scenario reflects the transportation investments from MTC’s current Regional Transportation Plan (known as the Transportation 2035 Plan) with an Express Lane backbone system. It also includes some proposed improvements to the region’s transit network. These include increased frequencies on over 70 local bus and several express bus routes, improved rail headways on BART, eBART, Caltrain, Muni Metro, VTA light-rail, and Altamont Commuter Express, and more dedicated bus lanes in San Francisco and Santa Clara counties, all resulting in overall growth in transit capacity. However, the Bay Area’s transit system is financially unsustainable with operators unable to afford to run the current service levels into the future, much less expanded headways contemplated under the Initial Vision Scenario. MTC’s Transit Sustainability Project will propose a more sustainable transit system for inclusion in the Detailed Scenarios to be tested.

### **Measuring Performance Against Targets**

The Initial Vision Scenario results in a 12 percent per capita greenhouse gas emissions reduction from personal-use vehicles in 2035, compared to a 2005 base year. This reduction falls short of

the region's state-mandated 15 percent per capita greenhouse gas emissions reduction target. It's clear that additional strategies will need to be employed if we want to attain the greenhouse gas targets, and other targets previously adopted by ABAG and MTC.

MTC and ABAG have adopted a set of Plan Bay Area performance targets to describe in specific, measureable terms the region's commitment and progress toward to the "three E" principles of sustainability (Economy, Environment, and Equity). The Initial Vision Scenario meets several regional targets, including accommodating all the projected housing need by income level (in other words, no more in-commuting by workers who live in other regions); reducing the financial burden of housing and transportation on low-income households by providing more affordable housing; and housing the majority of new development within the existing urban core. Also, more residents are projected to ride transit, walk and bike more than existing residents because much of the new housing is located close to services, amenities and jobs, and adjacent to transit in complete communities.

The Initial Vision Scenario brings more residents into the region, thus increasing the total amount of travel. Some residents will still drive for some trips. Even though vehicle miles traveled per capita in the Bay Area are projected to be lower in the Initial Vision Scenario than it is today, total miles driven within the region is projected to increase. With more Bay Area Residents and more miles driven within the region, we can also expect an increase in the total number of injuries and fatalities. Health impacts from exposure to particulate emissions from automobiles and trucks are likewise projected to worsen with more driving; however, state and federal efforts to clean up heavy duty truck engines will more than off-set the increases from automobiles, resulting in overall reductions sooty particulate pollution.

Finally, it must be said that while bringing more people into the Bay Area will increase the amount of driving and collisions within the region, it is still a net win in the larger sense. The amount of overall driving and greenhouse gas emissions statewide is certainly less than if the new residents were commuting to Bay Area jobs from communities in neighboring regions that do not offer such amenities.

### **Next Steps**

The Initial Vision Scenario is offered as basis for discussion with local governments, stakeholders, and the general public about how the Bay Area can accommodate all its population growth over the next quarter century. It is by no means a fait accompli. Over the next several months we will seek input through elected official briefings, local government staff discussions, and public workshops. The comments received will assist ABAG and MTC in developing a range of Detailed Scenarios and testing feasible land-use/transportation alternatives that achieve the greenhouse gas emission reduction targets.

The purpose of the SCS is to forge consensus in the Bay Area on a preferred long-term regionwide growth pattern. Under SB 375, local governments are explicitly not required to update their general plans in accordance with the SCS. The SCS does not carry the same authority as Regional Housing Needs Allocation but it will inform the distribution of housing at the local level. The adopted SCS land development pattern will help guide regional policies and investments that are made pursuant to the Regional Transportation Plan. These regional policies


and investments are intended to create financial and other incentives to implement the adopted land pattern in the SCS. ABAG is currently working with its Housing Methodology Committee to develop a methodology for distributing regional eight-year housing targets to Bay Area local jurisdictions; the methodology will be adopted by ABAG later this year.

The Initial Vision Scenario kicks off a two-year conversation among local jurisdictions and regional agencies on what ultimately will become the forecasted Sustainable Communities Strategy, as a part of Plan Bay Area. During that time, the regional agencies will engage local agencies and the public to help identify and assess several detailed Sustainable Communities Strategy scenarios that demonstrate ways that land-use strategies, transportation investments, pricing and other strategies could achieve our adopted goals and targets. The scenarios also will need to address how the Bay Area's land use plans can assist adaptation to climate change. The Sustainable Communities Strategy will need to coordinate regional agencies' initiatives and requirements related to sea-level rise, air quality, and other climate change related issues.

These Detailed Scenarios will lead to selection of a preferred scenario early next year that would include an integrated transportation investment and land-use plan; this plan would also undergo a detailed environmental impact review that local agencies could use to streamline environmental assessments of their own local development projects as provided for in SB 375. Finally, the ABAG and MTC boards would be asked to adopt the complete Plan Bay Area, including a Sustainable Communities Strategy, by April 2013.

This report includes five major sections. First, the introduction describes the development rationale for the Initial Vision Scenario and regional and local challenges. Second, the regional growth section describes the overall population, household, and employment growth, household distribution under the Initial Vision Scenario, the performance of this scenario against targets, and the preliminary results of an equity analysis. Third, the regional growth analysis is developed into narratives for each county. Fourth, the key priorities and potential strategies section describes the preliminary tools to be considered for the implementation of the proposed development. Fifth, the next steps section describes the process of interaction with local jurisdictions and stakeholders and the analytical tasks for the Detailed Scenarios. The appendix includes a glossary that defines the terms used throughout the report and a table describing the place types.

## **Attachment B**



# BayArea Plan

## Release of the Initial Vision Scenario

MTC Planning Committee  
ABAG Administrative Committee  
March 11, 2011



## SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC

## Building on an Existing Framework

- Established local-regional partnership to support sustainable growth and protect natural resources
- SB 375 is structured to support a sustainable regional growth pattern supported by policies and incentives
- Initial Vision Scenario incorporates local input on places and policies for growth



## Initial Vision Scenario: What is it?

- Starting point to develop the Sustainable Communities Strategy (SCS)
- Identifies places for sustainable growth
- Accommodates regional housing need
- Strengthens existing communities
- Utilizes existing transit infrastructure
- Assumes unconstrained resources
  - Affordable housing
  - Neighborhood infrastructure
  - Transit and other investments

## Initial Vision Scenario: How was it developed?

- Housing Growth Distribution Criteria
  - Locally identified growth in Priority Development Areas or new Growth Opportunity Areas
  - Additional housing units based upon a jurisdiction's selected Place Type for a PDA or Growth Area
  - Greater housing density proximate to significant transit investments (Existing Transit or Resolution 3434 Transit Expansions)
  - Major mixed-use corridors with high potential for transit-served, infill development

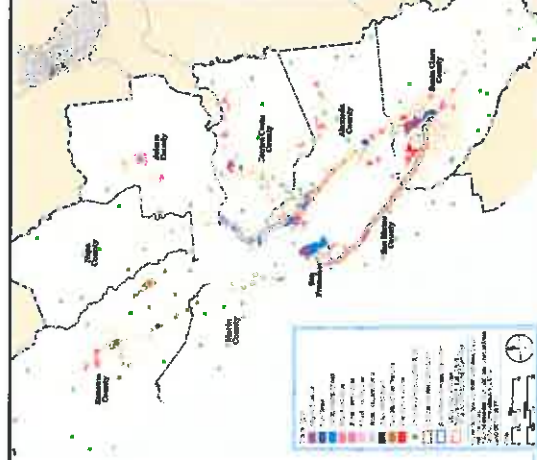
## Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+693,500	+1,717,900	+881,600	+1,128,700
2035 Growth Increment	+289,000	+363,700	+165,000	+22,900
2035 Initial Vision Scenario	+902,500	+2,081,600	+1,046,600	+1,151,600
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300

## Housing Distribution

70% of growth in Priority Development Areas and Growth Opportunity Areas

97% of growth within the existing urban footprint



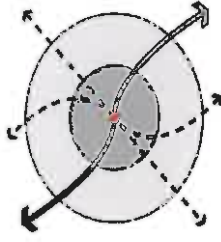
## Initial Vision Scenario: Housing Distribution

County	2010 Households	2015 Households	2019-2025 Growth	2019-2025 Growth %
Alameda	557,700	770,400	212,700	38%
Contra Costa	292,710	348,700	55,990	19%
Marin	106,400	117,100	10,700	10%
Napa	31,300	35,100	3,800	9%
San Francisco	346,700	438,800	90,100	26%
San Mateo	264,500	355,300	90,800	34%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	118,400	231,400	113,000	95%
TOTAL	2,669,800	3,572,300	902,500	34%

## Place Types

### Station Area Planning Manual

- Regional Center
- City Center
- Suburban Center
- Transit Town Center
- Urban Neighborhood
- Transit Neighborhood
- Mixed Use Corridor



### Recently proposed by local jurisdictions

- Employment Center
- Rural Town Center
- Rural Mixed Use Corridor

BayArea  
Plan

10

## Place Types

### City Center

- City Centers are magnets for surrounding areas while also serving as commuter hubs to the region.
- Examples include the downtowns of Hayward, Berkeley, Redwood City, and Santa Rosa.



BayArea  
Plan

## Place Types

### Suburban Center

- Suburban Centers are often similar to City Centers but with lower densities, less transit, and more parking and single-use areas.
- Examples include West Downtown Walnut Creek, Mountain View's North Bayshore, and Hacienda Business Park in Pleasanton.



BayArea  
Plan

11

## Place Types

### Mixed Use Corridor

- These corridors encompass a mix of low- and mid-rise buildings housing residential, commercial, employment, and civic or cultural uses.
- Examples include San Francisco's Mission-San Jose Corridor, San Pablo Avenue in the East Bay, and El Camino Real along the San Francisco Peninsula.



BayArea  
Plan

12

## Place Types

### Transit Town Center

- Transit Town Centers are local-serving centers of economic and community activity.
- Examples include the Suisun City Downtown and Waterfront, Downtown Palo Alto, and Downtown South San Francisco.



BayArea  
Plan

17

## Initial Vision Scenario: Growth Pattern

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area
- Limits greenfield development – 97% of growth in existing developed areas
- Reduces development pressure on Priority Conservation Areas
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Leverages/improves existing water, sewer infrastructure
- Lower per capita water use to growth location, development type

BayArea  
Plan

14

## Employment Distribution

COUNTY	2010 Jobs	2015 Jobs	2015-2035 Growth	2015-2035 Growth Rate
Alameda	675,600	925,400	249,800	37%
Contra Costa	345,900	479,400	133,500	38%
Marin	129,700	151,100	21,400	17%
Napa	70,100	98,900	28,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	336,100	452,200	122,000	37%
Santa Clara	888,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
<b>TOTAL</b>	<b>3,271,300</b>	<b>4,493,300</b>	<b>1,222,000</b>	<b>37%</b>

BayArea  
Plan

18

## Initial Vision Scenario Transportation Network

- Transportation 2035 is base network with Express Lane Backbone system
- Increased frequencies of existing transit services adjacent to Initial Vision growth areas
- Highlights include ...
  - Improved headways on over 70 local bus routes and several express bus routes
  - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
  - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties
- Increase in passenger seat miles of
  - 55 percent relative to 2005
  - 25 percent relative to Current Regional Plans in 2035

BayArea  
Plan

16



### GHG Targets

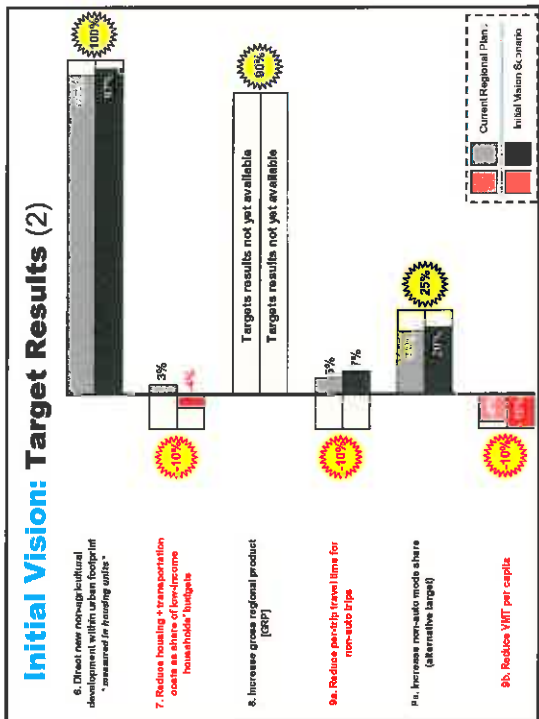
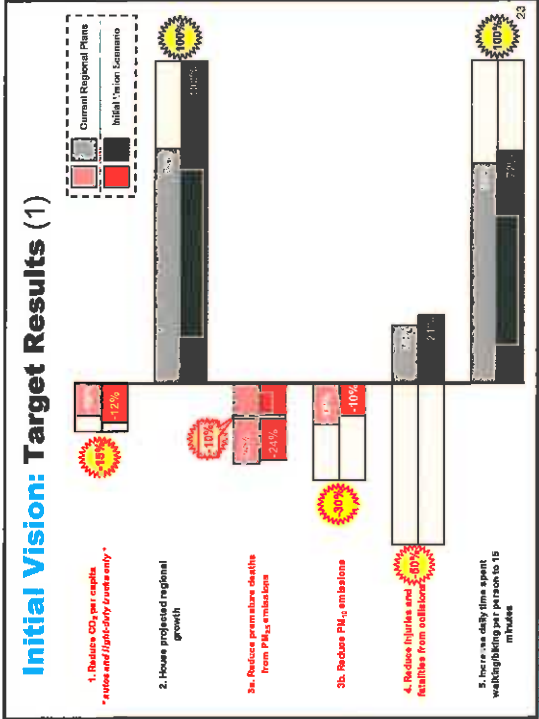
(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

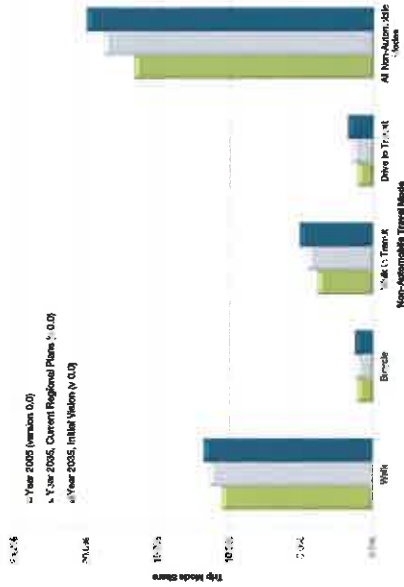
### Target Results Preview

Initial Vision Scenario does two things:

- Creates more housing and more affordable housing**  
This is all "good" news for the targets:
  - Meets the housing target
  - Improves jobs-housing-transit alignment
  - Reduces housing costs for low-income households
- Brings more people into the region**  
This is both "good" and "bad" for the targets:
  - New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
  - But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos



## Non-Automobile Mode Share for All Travel



26

## Initial Vision Equity Analysis: Approach

- Three-phase Equity Analysis approach outlined in Public Participation Plan
  - Initial Vision
  - Detailed Scenarios
  - Preferred Scenario
- Initial Vision Scenario Approach
  - Break out targets by income level as preliminary equity indicators
- Reviewed approach and results with RTP/SCS Equity Working Group
  - Interested members of Regional Advisory Working Group and MTC's Policy Advisory Council Equity & Access Subcommittee

27

## Do Low-Income Households Have Similar or Better Results Than Higher-Income Households for the Initial Vision Scenario?

	Current Conditions		2038 Initial Vision Scenario	
	Per-capita VMT	Adequate housing	Active travel	Affordability
Climate Protection	●	●	●	●
Adequate Housing	●	●	●	●
Healthy and Safe Communities	●	●	●	●
Equitable Access	●	●	●	●
Economic Vitality	●	●	●	●
Transportation System Effectiveness	●	●	●	●

KEY

- = Worse results
- = Result mixed, or by assumption
- = Similar or better results

27

## Initial Vision Scenario Conclusions

- The Initial Vision Scenario reflects additional progress towards the sustainability of the region
- Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit
- While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets
- Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies
- Employment location, and its relationship to housing and transit, is a key issue requiring further analysis

## Next Steps

### Public Involvement (mid-March – July 2011)

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

### Detailed SCS Scenarios Definitions (April – December 2011)

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012

BayArea  
Plan

## Next Steps (continued)

### Additional Analysis (starting in April 2011)

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

### Transportation Investment Strategy (starting in October 2011)

- Discuss transportation policies and investment strategies

### Regional Housing Needs Allocation (RHNA) (underway)

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012

BayArea  
Plan

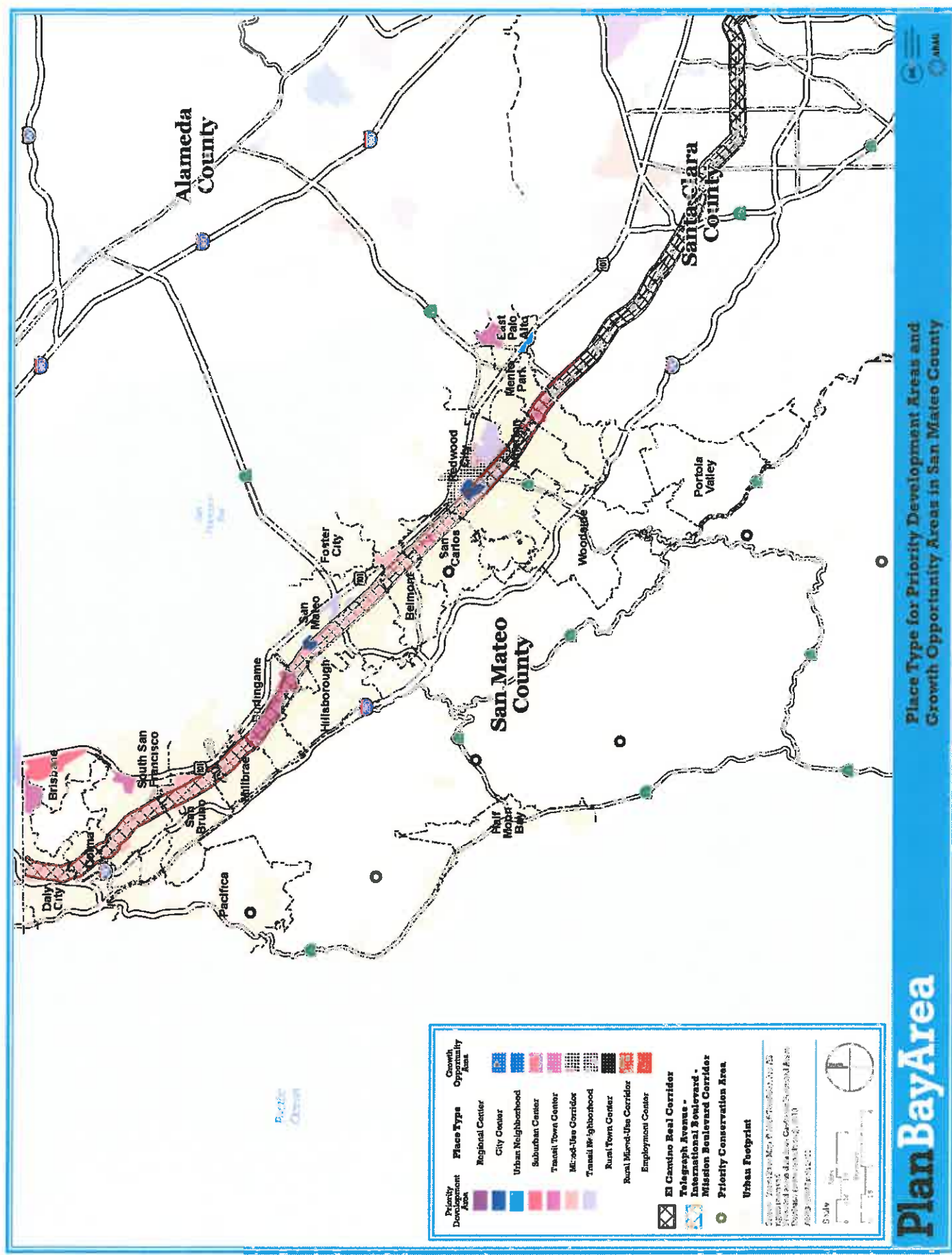
## **Attachment C**

**Table 9****Initial Vision Scenario – San Mateo County Total Households and Household Growth by Jurisdiction**

<b>San Mateo County</b>	<b>2010 Households</b>	<b>2035 Households</b>	<b>Household Growth</b>	<b>Percent Change</b>
Atherton	2,490	2,580	90	3.6%
Belmont	10,740	12,759	2,019	18.8%
Brisbane	1,730	5,324	3,594	207.7%
Burlingame	13,247	19,431	6,184	46.7%
Colma	460	1,372	912	198.3%
Daly City	31,261	43,095	11,834	37.9%
East Palo Alto	7,780	12,310	4,530	58.2%
Foster City	12,210	13,767	1,557	12.8%
Half Moon Bay	4,440	4,730	290	6.5%
Hillsborough	3,837	4,589	752	19.6%
Menlo Park	12,432	17,563	5,130	41.3%
Millbrae	8,308	12,910	4,602	55.4%
Pacifica	14,320	14,600	280	2.0%
Portola Valley	1,730	1,780	50	2.9%
Redwood City	29,620	41,032	11,412	38.5%
San Bruno	15,262	21,699	6,437	42.2%
San Carlos	11,909	15,707	3,798	31.9%
San Mateo	38,643	56,678	18,035	46.7%
South San Francisco	20,288	30,522	10,234	50.4%
Woodside	2,029	2,059	30	1.5%
San Mateo County Unincorporated	21,780	23,830	2,050	9.4%
<b>Countywide Total</b>	<b>264,516</b>	<b>358,337</b>	<b>93,821</b>	<b>35.5%</b>

**Table 18****Initial Vision Scenario – San Mateo County Total Jobs and Job Growth by Jurisdiction**

<b>San Mateo County</b>	<b>2010 Jobs</b>	<b>2035 Jobs</b>	<b>Job Growth</b>	<b>Percent Change</b>
Atherton	2,485	2,632	147	5.9%
Belmont	6,635	11,738	5,102	76.9%
Brisbane	7,991	17,402	9,411	117.8%
Burlingame	21,905	26,728	4,823	22.0%
Colma	3,111	4,310	1,199	38.5%
Daly City	16,772	27,084	10,312	61.5%
East Palo Alto	2,105	6,484	4,379	208.1%
Foster City	13,923	18,560	4,637	33.3%
Half Moon Bay	4,355	5,539	1,184	27.2%
Hillsborough	1,624	2,277	653	40.2%
Menlo Park	25,145	29,501	4,356	17.3%
Millbrae	6,731	10,238	3,507	52.1%
Pacifica	6,051	7,467	1,415	23.4%
Portola Valley	1,686	1,888	202	12.0%
Redwood City	48,682	63,717	15,035	30.9%
San Bruno	13,537	17,938	4,401	32.5%
San Carlos	15,024	21,976	6,952	46.3%
San Mateo	43,337	58,896	15,559	35.9%
South San Francisco	41,328	54,485	13,157	31.8%
Woodside	2,381	2,498	117	4.9%
San Mateo County Unincorporated	45,326	60,869	15,542	34.3%
<b>Countywide Total</b>	<b>330,135</b>	<b>452,226</b>	<b>122,091</b>	<b>37.0%</b>



# Plan Bay Area

Place Type for Priority Development Areas and Growth Opportunity Areas in San Mateo County